

SOUTH AUSTRALIAN SOCIETY OF ~~MODEL~~ *MARCH/MAY* 1979
& EXPERIMENTAL ENGINEERS

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SASMEE BULLETIN

THE OFFICIAL JOURNAL
OF
THE SOUTH AUSTRALIAN SOCIETY OF
MODEL AND EXPERIMENTAL ENGINEERS



Mar - May 79

What's On At SASMEE

April 1979

- Sunday 1 Public Field Day 2 - 5 pm
Tuesday 3 Committee meeting 7.30 pm
Saturday 7 Working bee 1 pm
Tuesday 10 General meeting 8 pm. Talk by Ian Clark on building a model electric locomotive.
Saturday 14 Special working bee 1 pm or earlier
Sunday 15 Members' play day
Monday 16 Members' play day
Saturday 21 Public field day 2 - 5 pm
Tuesday 24 Informal meeting 8 pm
Sunday 29 Charity Field Day 2 - 5 pm

May 1979

- Tuesday 1 Committee meeting 7.30 pm
Saturday 5 Working bee 1 pm
Sunday 6 Public Field Day 2 - 5 pm
Tuesday 8 Annual General Meeting 8 pm. Election of officers for 1979-80.
Saturday 19 Public Field Day 2 - 5 pm
Tuesday 22 Informal meeting 8 pm

June 1979

- Saturday 2 Working bee 1 pm
Sunday 3 Public Field Day 2 - 5 pm
Tuesday 5 Committee meeting 7.30 pm
Tuesday 12 General meeting 8 pm. Talk to be advised
Saturday 16 Public Field Day 2 - 5 pm
Tuesday 26 Informal meeting 8 pm
-

Editorial

Christmas has come and gone, as also no doubt have all the New Year resolutions. This is the last issue prior to the Annual General Meeting. I believe that the present Committee have done a fine job and know that they have spent many of their leisure hours on club improvements and club business.

The annual election is usually a somewhat drab affair with very little voting ever required, and I am sure that the present Committee would welcome some competition.

If some of the Committee were to spend the hours put in at the grounds on their own models, the loco pool would be quite full, and so would the boat pond. I am afraid it is the usual case of flogging the willing horse - it would be nice to see a few more active faces instead of the idle chatterers at the back of the hall on meeting nights.

Congratulations

To Herb Croker and Terry Middleton, on January 20, our congratulations: the single fly wheel Bryan Donkin built horizontal steam engine rotated for the first time at SASMEE under steam. Although not completely installed at that time, it did go and an admiring group of members stood around and watched after the general public had gone away.

There's nothing quite like the silky smooth motion and soft exhaust whoosh of a steam engine to mesmerise a group of engineering types - all traffic on the track ceased despite the beckoning of many green signals.

This engine is the beginning of what should prove to be a fine display of full size engines and pumps. Perhaps some keen member may even model it one day.

Rosters

CANTEEN

Sat 17 Mar R.Smyth and A.Templeman
 Sun 1 Apr J.W. Schaeffer and C.Bamford
 Sat 21 Apr M.K. Halstead and R.Brown
 Sun 6 May D.E. Sharpe and R.Collins
 Sat 19 May B.R. Crabb and R. Gieseche
 Sun 3 Jun B.L. Green and T.Fowler
 Sat 16 Jun J.L. Harrison and J. Moorfield
 Sun 1 Jul A.E. Mitchell and A.L. Broad
 Sat 21 Jul P.S. Lewis and D.J.Brown

Sun 5 Aug P.B. Cooper and H.Lutge
 Sat 18 Aug H.R. Francis and J.D. Hamann

Sun 2 Sep J. Garside and W.J. Holdsworth
 Sat 15 Sep L.A. Hope and J.A. James

PLEASE NOTE that you will need to bring a carton or bottle of milk for tea and coffee making. Please arrive by 1.45pm to get the water boiling and the shop ready for business.

Over the last few months it is quite obvious that around 50% of those rostered do not bother to turn up or let me know if they cannot, despite getting notice in two successive Bulletins, and six months' warning. It is grossly unfair that the vacancy caused by non-attendance is often filled by the wives of one or two committeemen.

So how about SUPPORTING YOUR SOCIETY by turning up. If every adult member did their turn it would be necessary to be rostered once every FOUR YEARS - not a great hardship to spend 3½ hours every four years.

Rosters

LOCOMOTIVES

Sun 1 April

R.Smith
J.Barkes
P.Waugh
W.Brownlow

Sat 21 April

K.Besley
R.Smyth
J.Beal
H.Bateup

Sun 29 April

CHARITY DAY

J.Barkes
H.Bateup
P.Waugh
W.Brownlow

Sun 6 May

K.Besley
R.Smith
W.Brownlow
I.Clark

Sat 19 May

P.Waugh
K.Besley
H.Bateup
T.England

Sun 3 June

J.Beal
R.Smith
W.Brownlow
H.Bateup

Sat 16 June

R.Skewes
H.Bateup
R.Smyth
I.Clark

PLEASE NOTE that this roster does not preclude anyone from running on a field day. The roster is just to ensure a minimum of locos.

Lock up

April 14 Fred Gordon
April 28 Brian Niesche

May 12 Wally Brownlow
May 26 Howard Bateup

June 9 Jack Davey
June 23 Ian Clark
June 30 Mike Bradford

Unlocking for Informal meeting

April 24 Alan Brabham

May 22 Paul Griscti

June 26 Bryan Homann

Boiler

April 1 Sun T.Middleton Trainee: Colin Cook

April 21 Sat M.Bradford

April 29 Sun H.Croker

May 6 Sun B. Homann

May 19 Sat A. Brabham

June 3 Sun D. Brown

June 16 Sat H.Croker Trainee: Colin Cook

Reserves

April A.Brabham

May D.Brown

June P.Griscti

Incorporated Associations Bill

We received notice of a Bill presently before State Parliament to considerably alter the Act under which SASMEE is incorporated. Whilst many of the proposed changes are probably aimed at the very much larger money raising bodies such as charities and hospital boards, the implications, and possible uses of some sections, were of sufficient concern for a special committee meeting to be held in January to discuss the proposals.

As a result of this meeting, a letter has been sent to the Associations Bill Review Committee stating our objections to part of the Bill. Our voice may not count for much, but at least it has been raised in protest. After all, we can hardly complain about the Act after it is assented to if we have not objected previously. Further details will be forthcoming when the Bill is clarified and passed, and its exact requirements become known.



The activities of the Society over the past twelve months have been most active and varied. The year was the wettest for some time, and it always seemed to rain on a public field day, with a dropping off in attendance. January this year is the hottest on record for the past 21 years and the January and February field days have shown a return to our normal large public support.

The January field day saw the large horizontal steam engine, obtained from the gas works at Brompton, run for a short period, then being brought into full running on the February Sunday field day at 3 pm.

The 1st January Club play day was well attended and following upon the successful Christmas children's and members' barbeque, it points to the need for more of this type of activity. All work and no play makes for a dull life, and, having missed the January play day through being out fighting a bush fire, I would like to see more of this type of activity. I went home after the February Sunday field day to fight another fire which at one stage got too close to home for comfort. When these fires are out and you have helped to save someone's property no one seems to say "Thank you" and I wonder if at times we are all guilty of this omission. During the first twenty days of January I attended the club grounds sixteen times; two days of the remaining four I was fighting fires, and the other two were spent recovering from the effects of fire fighting. During the December-January holiday break there was always some activity in progress, and I hope that those members present will accept my thanks for their efforts.

I would like to especially mention the steam house gang of Herb Croker, Terry Middleton, Peter Lindblom, David Brown and David Atkinson for their efforts on the steam engine. The boat pond is now awaiting the concreting of the boat harbour, having been excavated over the Christmas period. The concrete footings for the wooden trestle bridge are in place for three quarters of the length of the bridge and the trestles are partially erected. I would like to thank Phil

Waugh for the prefabrication of the wooden trestles for this wooden bridge. The concrete footing gang over the Christmas break was Paul Griscti, Wally Brownlow, Peter Denholm, Peter Lindblom, Alan Lethbridge, Bill Holdsworth, Fred Gordon, and the two new student members Gavin Thrum and John Doley. Most of the crew could be found on the grounds any day between 9.30 a.m. and 4.30 p.m. and when we arrived Herb Croker was usually there. He quite often was last to leave, well after 7 pm.

Membership of the Society seems to fall into those who work on club projects to the detriment of their own projects and receive little or no thanks, those who work on their own projects and assist with field days and working bee activities, and those who don't. The third group, fortunately a minority,

1. Do not attend working bee activities
2. Do not come to field days, either to run their models or to assist in other activities
3. Do not show any appreciation of the efforts of the committee or other members but

Do come along to the meeting nights to complain, and then quite often leave before hearing the guest speaker for the night.

I am certain that the average active member does not want to be thanked in public and would much rather feel that his efforts were rewarded by being given a little more assistance as we would welcome a few more new faces at these activities.

During the Easter break it is hoped that those going to Western Australia have an enjoyable convention and that those remaining may be able to give a hand in trying to complete the major work on the bridges on the Saturday. Then we can relax and play on either the Sunday or Monday. We would like to complete the two bridges before the wet weather sets in and complete the boat harbour concrete work at the earliest possible time.

Paul Griscti

You may notice that we put rosters in this magazine. The reason we do this is to try to ensure that our obligations to the public on field days are met. If we did not have the field days, our membership fee would be about \$30 instead of \$10. The alternative to this would be very little development of the facilities available to members.

The rosters consist of several members who have locos which they are willing to wear out for your benefit, those lucky people on the committee who have to put out signals, unlock the grounds, see that you have coal, listen to grizzles, and then lock up after you have gone home; and of course those who have boiler attendant's certificates are rostered to operate the vertical boiler.

The last roster group is the canteen, without which our patronage would diminish considerably. Here we try to roster everyone (sometimes including those already on other rosters) to enable the dreaded duty to be equally shared. If everybody did their bit, it would be about once every four years. If you are prepared to spend \$10 a year on being a member, then surely you could at least turn up on the rare occasion you are rostered to spend 3½ hours selling a few sweets and drinks. Too often only one, or even none, of those rostered turns up, and equally often no one bothers to put in an apology. As a consequence, someone's wife (often mine) ends up filling in. This results in the undesirable practice of leaving a 3½ year old to fend for himself while Dad drives a loco or a boiler.

Some people also seem to think that the impending new membership classification of family member will solve this problem of canteen. However, I know of at least two potential family members who have full intentions of learning to drive locos, and do not intend to be slaves to the canteen just because they are female.

So in general the canteen position has been exceedingly poor, and has only been kept on the go by the efforts of the few making up for the deficiencies of the majority.

The canteen roster is put out twice in order that you get every opportunity to organise your affairs, so there is really very little excuse for not coming.

It is your club, and your facilities, that are supported by the team effort of field days. How about pulling YOUR weight.

Due to the commitments of being Secretary, and being involved in the loco side of a popular railway preservation group, and having to go to work in between times, I have found it increasingly difficult to spend the time required to write this magazine in the manner I had originally hoped for. Additionally, my wife Mary, who has the responsibility of being Treasurer of the abovementioned railway preservation group, and of looking after both me and a 3½ year old trainee engine driver, also has been spending a lot of hours at the typewriter correcting my grammar and preparing the first proofs, as well as filling in on canteen duty.

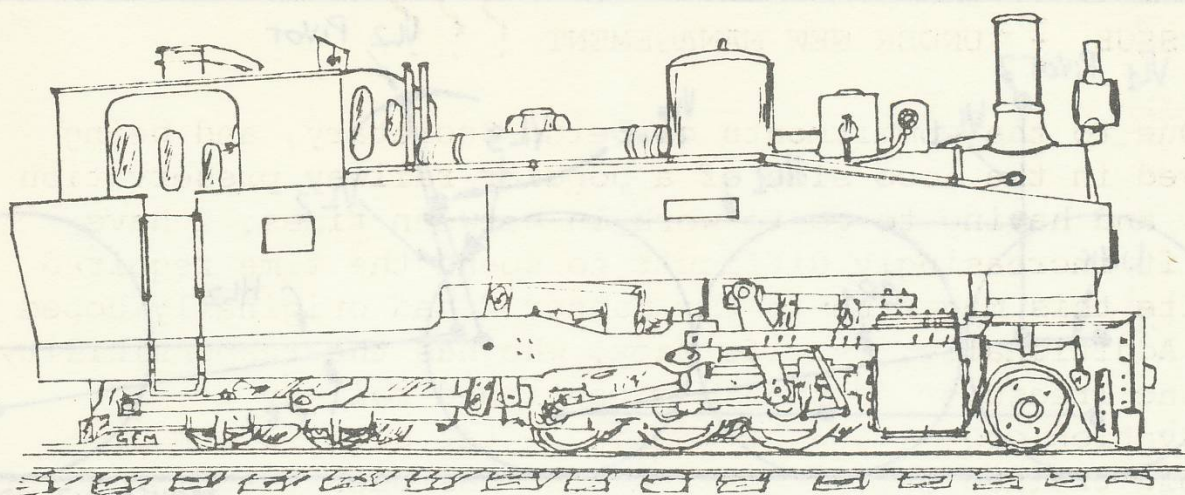
To alleviate this problem, I would like to find someone able to spend the time necessary to collate and write articles (he or she does not have to do the rosters), and have the masters typed and set up. Alan Lethbridge has kindly offered to assist with the printing aspect, which I believe will also eliminate the tedious collating, stapling and folding. All that remains then is the distribution.

Please, a volunteer before the AGM in May.

Finally, I would like to thank Mary for the amount of work she has put into the typing and laying out of the last two years' issues.

I hope you have found them enjoyable.

Bryce



HAGANS ARTICULATION

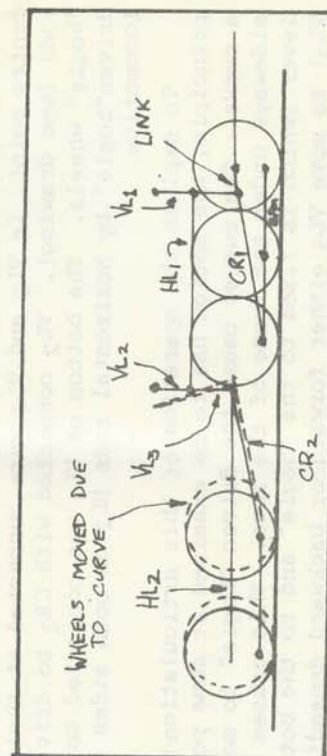
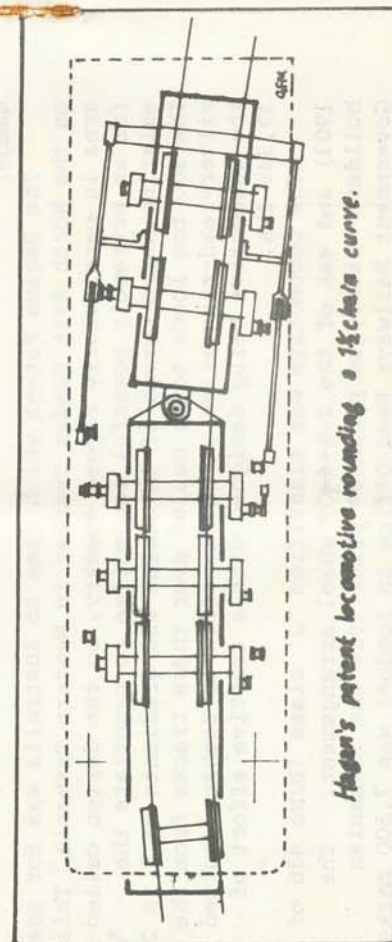
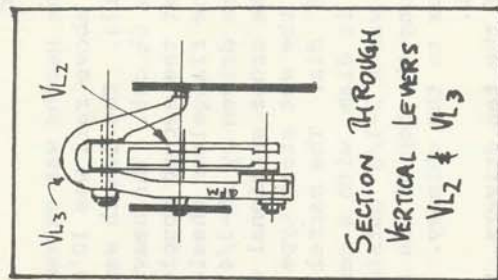
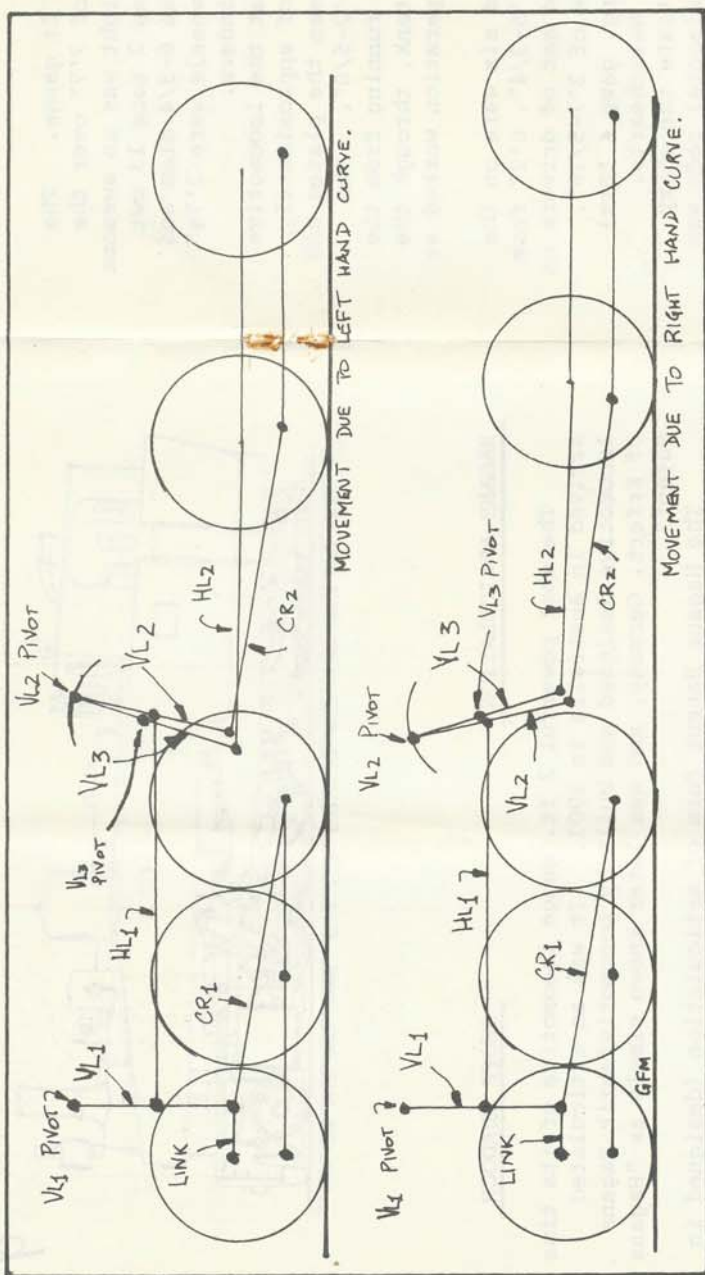
GEOFF MURDOCH

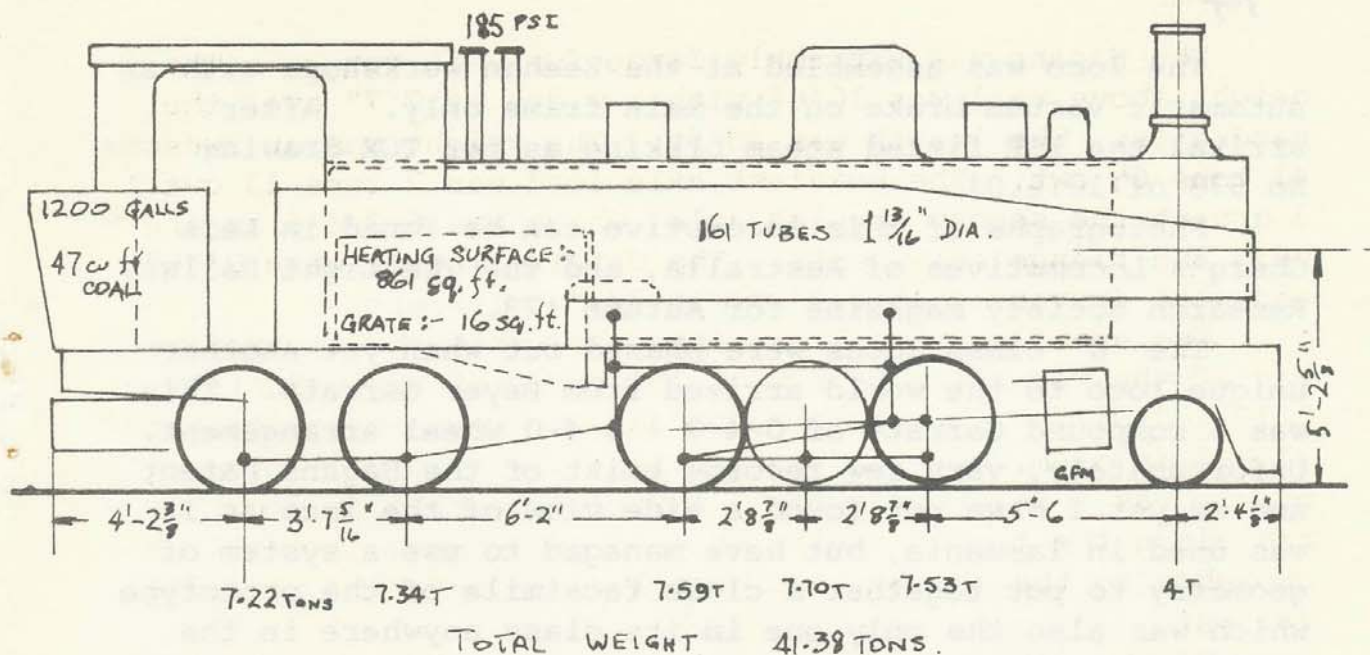
The most powerful 2 ft. gauge locomotive of its time arrived in Australia in 1901. It was an articulated locomotive designed and built by Locomotivfabrik Hagans of Erfert, Germany, and was later known simply as "Hagans Patent".

The Hagans Patent form of articulation (designed in 1891) was used on the Royal Prussian State Railways (KPEV) in the forms of 0-4-4-OT and 0-6-4-OT, of which some 150 were built between 1898 and 1905. Other railways to use a Hagans Patent were Volo Lechonia Railway, Greece, which was of 2 ft gauge, and the Chemins de fer de la Drôme, of metre gauge.

The Hagans Patent which came to Australia was for use on the North East Dundas Tramway in Western Tasmania. This area is particularly rugged country, so the design called for an extremely powerful locomotive to negotiate the existing sharp curves of $1\frac{1}{2}$ chains and gradients of 1 in 25. The 100 ton loads to be hauled over these tracks from the silver-lead-zinc mines at Williamsford to Zeehan resulted in the locomotive being designed with a tractive effort of 19,349 lbs.

The Locomotive was classified 'J' class (B/No 436 of 1901) and was of the 2-6-4-OT wheel arrangement. The builders' catalogue purchase price (via the Tasmanian Government Railways Head Office in London) was 7,500 marks (about \$3,500).





pivoted VL₃ is moved, the top will move in the opposite direction, taking with it the pivot point of VL₂. VL₂ and VL₁ are held in a fixed relationship by HL₁, so the bottom of VL₂ will move, taking with it CR₂, which results in CR₂ being in the correct position to transmit power to the rear "bogie".

To allow the lateral movement of these rods and levers, the brasses were of cylindrical design and in a vertical plane. (The Heyward design had some locomotives, eg Ella, with cylindrical brasses in the crosshead to allow the maximum motion of the connecting rods on very uneven track).

As can be seen from the drawing the connection point of VL₂ and CR₂ moves in an arc. From this, the same arc at the connection point of VL₁ and CR₁ must be met to impart an equal rotation to the wheels - all from a common given piston movement. Therefore the connection point for CR₁ to the crosshead is via the bottom of VL₁ and the short link. NOT directly, as is often stated. Should CR₁ be connected directly to the crosshead it will no doubt drive the front coupled six drivers normally but the motion transmitted to the rear "bogie" is via VL₂ which moves in an arc and this will cause uneven power transmission to both sets of drivers causing untold problems.

A large overhang at the rear, when negotiating tight curves, resulted in the widening of the loading gauge in many places (see drawing). The springing was all leaf springs and the front rigid frame was fully compensated, while the rear driving "bogie" was compensated within itself.

The loco was assembled at the Zeehan workshops with an automatic vacuum brake on the main frame only. After arrival the TGR fitted steam braking as per TGR drawing No 578 of 10.6.01.

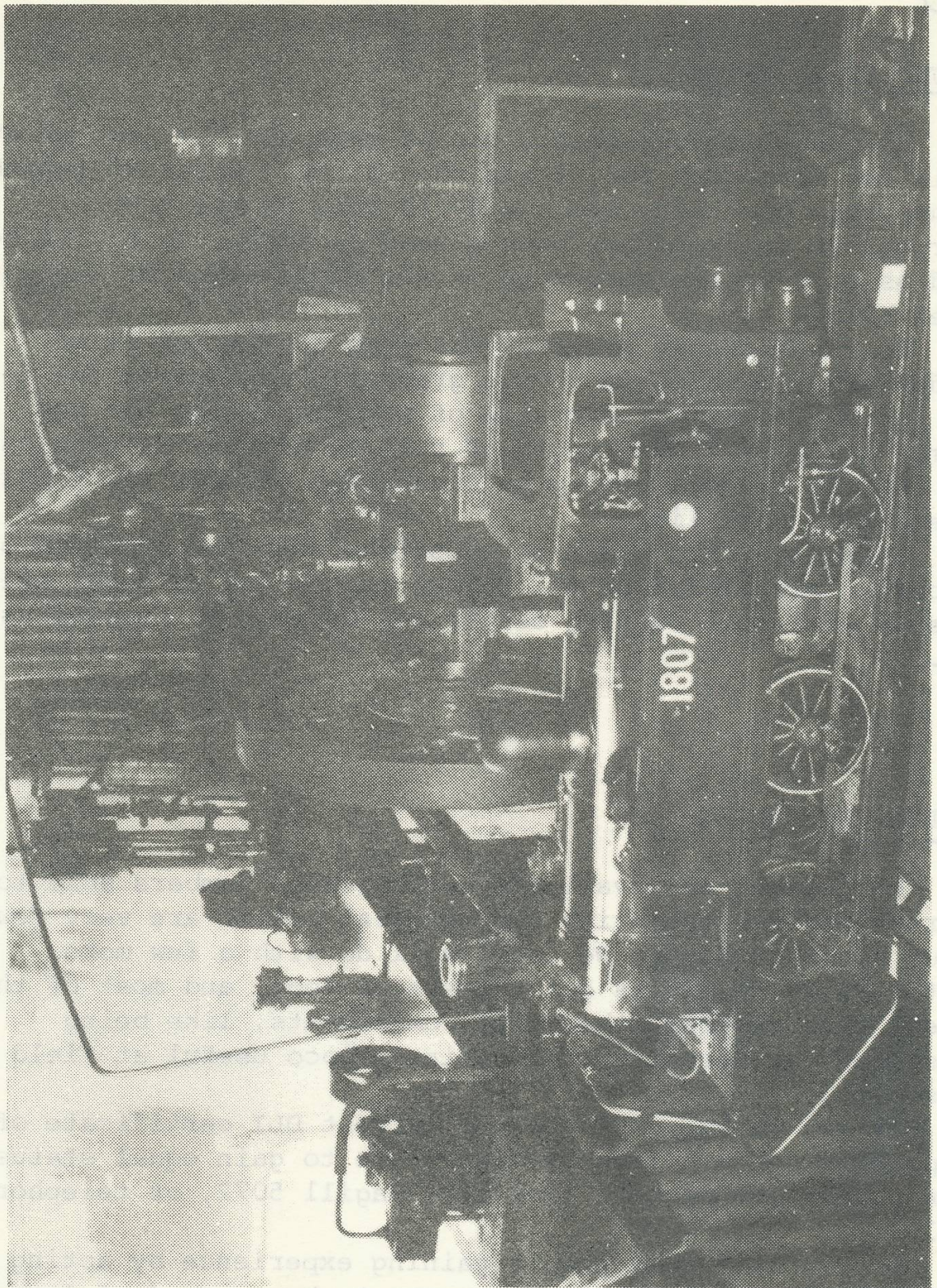
Photographs of this locomotive can be found in Leon Oberg's Locomotives of Australia, and the The Light Railway Research Society magazine for Autumn '73.

The 'J' class locos were phased out when yet another unique loco to the world arrived from Beyer Garratt. This was a compound Garratt of 0-4-0 + 0-4-0 wheel arrangement. Unfortunately, very few records exist of the Hagans Patent and as yet I have not found a side view of the loco as it was used in Tasmania, but have managed to use a system of geometry to put together a close facsimile of the prototype which was also the only one in its class anywhere in the world.

Christmas Barbeque

Yet again the weather was good to us with a not too hot day. A large contingent of members and their families arrived during the course of the afternoon and spread themselves out in the shade of the trees around the pond. Most sat and talked and partook of refreshments. Some operated locos and boats. After the evening barbeque, Father Christmas arrived by train as is his SASMEE custom, and all the children began to line up at the flagpole near the clubhouse. Little 3½ year old son of the editor was misdirected by the half-heard announcement and headed off in the wrong direction. A suggestion by dad that the queue was over there and that he had better line up on the end of it with the other children resulted in said 3½ y.o. being first on the knee of the old gentleman. He obviously learnt early in life which end of a queue is the best end.

As darkness crept up, the clubhouse became a cinema to delight all with the antics of Laurel & Hardy, and 'Our Gang' in the classical slapstick comedy style.



This is an experiment. If it works you may see more photos in future. It is supposed to be my loco as stationary boiler, prior to the advent of the vertical boiler.

Bryan Homann.

GROUND LEVEL TRACK

No great pronouncements can be made on this job, as it is in the much work for little show stage. Straight length manufacture has begun and the 80 lb rail ex the tram overpass at Goodwood has been placed on site. This will be used as part of the structure of the duplication of the long steel bridge.

Most noticeable progress has been on the low level wooden trestle which is moving gradually northwards due to the supreme effort of a couple of members during the hot summer holidays. One length of rail is already sitting on the trestle bridge, giving an indication of what the final scheme will look like.

Meanwhile, Ian Clark is wrestling with the problems of automatic signalling on all welded track, and no doubt will come up with some cunning electrical devilry to astound us all.

BOILER ATTENDING

At present the available certificated members able to be rostered for operating the vertical boiler are very few, about eight in fact. We could well do with a few more, particularly as one is going overseas soon, and most of the others have several other club commitments, like being President, or Secretary, or having a loco useful at field days.

If you do happen to have a current DLI certificate of competency, or one from another state to gain equal status, then please let me know (Box 228, Magill 5072, or telephone 30 1925).

We did have some people gaining experience by acting as trainee firemen, but interest seems to have waned of late, with the result that there are no future firemen in the offing. Anyone who wants to take on firing should have a talk to Terry Middleton to see what they are in for, and then see me to get on the roster.

My interest in steam machinery was created early in life by the fact that I lived in an area that had, in a three quarter of a mile radius of my home, seven stationary steam engines, all in operation. There were three at the Australian Glass Manufacturers, two at Gymus Joinery works, one at Lawton's axle works, and one at Forward, Downs engineering works, all of these being at Kilkenny.

Also our house faced the Port railway line, where various locomotives of ancient vintage passed the door.

My grandfather was a steam engine driver of stationary engines and at my disposal were various text books on that subject. At the age of sixteen, and having obtained work in an engineering works, I decided to construct a stationary engine. I made drawings of the engine layout and also detailed drawings of parts, and considered them workable.

Being in a works where all operations were under one roof, I was able to take notes of what the patternmaker did. This enabled me to make patterns for the various engine castings. These were rather crude things by my later standards. With a certain amount of grumbling and complaints from the moulders, the bed plate, flywheel, cylinders and crosshead guides were cast. In the case of the bed plate, I stood and watched it being poured.

Then another problem arose. That of machining. I had no lathe or drilling machine, only a bench and hand tools. However, I had a good foreman who let me use a lathe while overtime was being worked. As line shafting was used in the shop, no extra cost was incurred, as would have been the case if separate motors were in use. By this time I had been allocated to the machine shop and was using a lathe there on elementary work. In this the first cylinders were machined, the flywheel and crankshaft turned, and other details made. The first eccentric straps were not machined, but cast to size in brass.

The engine was finally assembled as a non-reversible engine and worked for a short period. It was first tested on steam at the old Croydon jam factory, but owing to insufficient flange surfaces at the steam chest jointing faces, leaked rather badly. So back to the drawing board again. Newly designed cylinders were made, much better than the earlier ones, as my patternmaking had by this time much improved. These are the cylinders in the engine now.

It was at about this time that I decided to join SASMEE and now I had an engine but no boiler, so I set to work to see what could be found. At Port Adelaide at that time were huge dumps of scrap steel assigned for Japan. While scrounging amongst this stuff I found a piece of seamless steel tubing 8" in diam and 20" long by 3/16" wall. This appeared suitable for my purpose. I obtained two circular pieces of 1/4" steel plate for the ends and had them electrically welded in. A 3/8" staybolt was put longitudinally through the centre. The boiler was to be a horizontal one. An oval shaped cast iron box was fitted by brazing so that an inspection cover would be fitted. Two pipe sockets were also brazed on to take the safety valve and main steam valve.

While a small boy on my way home from school, I had found a lower water gauge fitting, although at that time I did not know what it was. This was now fitted to the front and a new top cock procured to make a standard water gauge. The pipe sockets were fitted with a lever safety valve of my manufacture and an old 3/4" steam stop valve obtained second hand.

I was then about seventeen years of age. When I think back to those days and to what I did in my ignorance, I am amazed that I did not kill someone. The boiler had no hydro test but was nearly filled with water and placed on a blacksmith's forge. The forge blast was then turned on and steam raised to 80 psi. At this point the safety valve lifted. This pressure was considered suitable and adopted as the maximum pressure for operating the boiler.

A blow off cock was fitted to the rear bottom of the boiler and a non-return valve took feed from the mains at 55 psi. The whole was placed in a firebrick setting and enclosed in a rectangular box formed from 3/16" plate. With this set up the steam plant operated for some years.

By this time I had purchased a lathe so things were a little easier. About 1939 the whole of the valve gear was redesigned as a reversing engine. New eccentrics and sheaves, links, etc were made and a feed pump added and the engine then became as it is now.

Attention was then given to the boiler improvements. To ~~the~~ and a set of water tubes were added. This consisted of 3/4" copper pipes brazed into the steam and water drums. This was at each end, the rear header being set

lower than the one at the front. The two headers were then connected by six 1" copper tubes. The boiler then resembled a modified version of a B&W boiler. A blow off cock was fitted to the lower rear header. Between the water tubes and the drum was placed a superheater tube to raise the temperature of the steam. Later a steam pressure fuel oil burner was made and successfully burnt any combustible thin oil. Usually the fuel used was coal or wood.

This engine and boiler ran for over thirty years. It was arranged to drive my line shaft, which I had in those days, as a supplement to my electric motor. By this time I had several machine tools. Hydro tests were regularly carried out to $P \times 1\frac{1}{2}$.

On one memorable occasion I had the engine in steam and had to dispose of an old inner car tube. Steam was showing 80 psi on the gauge when I shoved the whole tube through the firehole door. The resulting fire was terrific. Steam was rising, the engine running at speed with the exhaust drawing the draft up the chimney. The safety valve couldn't cope. As pressure was over 80 psi and mains on 55 psi, I could not feed the boiler with water. So I just stood clear and let things take their course. Eventually steam pressure fell low enough for the feed to restart.

The boiler failed testing some years ago due to thinning of the bottom portion of the steam and water drum. The engine was then removed to SASMEE, where it is in the Steam House.



THE MISSISSIPPI QUEEN

cont'd

Styling of the Mississippi Queen is in the tradition of steamboats that travelled the Ohio and Mississippi rivers during an age gone-by, except that the new boat makes optimum use of modern materials and equipment. For example, all walls, ceilings, bulkheads and decks, and overheads are constructed of steel, martenite, and other fireproof materials. Major compartments are separated by electronically controlled, automatic doors to localize both water and fire damage.

However, modern materials do not mean a loss of tradition and charm. From the jewel-like gazebo on the bow to the double deck lounge overlooking the churning paddlewheel at the stern, the interior is designed to create an elegance reminiscent of the days when riverboat travel was at its zenith.

Passengers boarding via the bow landing stage alight on the second of seven magnificent decks. Gracefully curved green-carpeted companionways lead to a four-deck-high observation tower and then open to the Forward Lounge on the Cabin Deck. Low-key background hues are basic, as is plush-cut figured carpeting and custom-designed ceilings throughout the public places. The delicate ceiling designs are silk-screened in white on grey-beige panels of marine veneer.

The passageway from the lounge opens to the grand stairway, glittering with glass, polished steel, and brass. Mirrors and cluster lights greet passengers ascending to the Texas and Observation decks, or descending to the main deck or to the red-hued theatre on the lower deck.

The Dining Saloon has four large bay windows on each side to assure both cheerful lighting and unobstructed views of the passing river scenes. Linking the Dining Saloon and the Grand Saloon are the port and starboard galleries, and nestled between is the Centre Bar, highlighted by a vaulted ceiling panelled with bronze-coloured mirrors.

The Grand Saloon complements the Dining Saloon in overall treatment. Focal point of the room is the stage and a unique dance floor fashioned in a parquet design from brushed steel and brass.

The Queen's calliope is also totally unique. With 44 notes, this massive "Steam pianna" is the world's largest. The whistles range in size from 2 inches in length by 1-5/6 inches in diameter to 22 inches in length by 9 1/4 inches in diameter. They are installed in a wide U shape, 5 feet deep and 27 feet across the vessel's stern. They are brass and are plated with 14 carat gold to resist tarnishing.

The calliope is also the world's loudest, testing out at 15 dB over ambient noise at a distance of 3 miles. The audible signal of the huge musicmaker carries 5 miles. The highest note is C below middle C, and her lowest is G, a difference of 3 2/3 octaves.

This remarkable instrument is located on the Promenade Deck, just above the Observation Deck. The Sun Deck, complete with swimming pool and ice cream bar, is on the boat's top level.

Passenger accommodation for the trip, which with stopovers takes 10 days, range from luxury suites with twin beds, sofa bed and private veranda to cabins with a bed and pull-down bunk. All passenger rooms are carpeted and have private bathrooms.

EASTER AT MILLSWOOD

You may, if you have read the What's On page, have noticed that several events have been laid down over Easter. This in no way is seeking to compete with the well organised show that Castledare is putting on, but is for those members unable to make the epic journey to the West.

The proposal is to have a working day on Easter Saturday, followed by Sunday and Monday as play days. Further, it is intended where possible to instruct people interested in driving in some of the basics of this skill. The last play day, on Jan 1st, proved enormously successful, with some 35 to 40 people present at varying times, despite the extreme heat. One of our Vice Patrons, Mr. Harold Salisbury, came down. Members present were very pleased to see him after his trials and tribulations of last year.

It has always been said that we don't have enough play days; so if you are one who believes this, then come along, have a good time, and see what all the workers have done.

PLEASE

DON'T FORGET

SUBS DUE BY 8.5.79

PATRON Mr. A.G. Flint, Executive Chairman, STA,
and Commissioner, ANR

VICE PATRONS Mr. A.W.C. Crossman, Late SAR
Mr. W.D. Saunders, CME, ANR
Mr. C. Schaumloffel, Manager, Loco Workshops,
Islington
Mr. G. Nicolson, Tregalana, Whyalla
Mr. H.H. Salisbury

PRESIDENT

P.Griscti

VICE PRESIDENTS

I.Clark, J.Davey

SECRETARY

B.Homann

MINUTE SECRETARY

F.Gordon

TREASURER

M.Bradford

ASSISTANT TREASURER

T.Middleton

COMMITTEE

H. Bateup, A.Brabham

W. Brownlow, B.Niesche

GROUND LEVEL TRACK

A.Brabham, H.Bateup, A.Ide, I.Clark, R.Bloyd, T.England,
J.Davey, W.Brownlow.

EDITOR AND SECRETARY

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